

COUNTRY East Germany

REPORT NO.

TOPIC Schoenefeld Airfield

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT 1 to 23 October 1952

DATE OBTAINED

25X1

DATE PREPARED 21 November 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Schoenefeld airfield between 1 and 23 October 1952:
3 October. Between 8:15 and 11 a.m., a biplane practiced taking off and landing at the field. There was dull weather.
8 October. Between 8 and 10 a.m., a biplane made take-offs and landings. One Li-2 plane circled over the field between 11 a.m. and 2 p.m., while it was raining.
14 October. Take-offs and landings were practiced by Li-2 plane between 5 and 9 p.m. It was drizzling.
15 October. Between 5:30 and 9 p.m., an Li-2 plane was observed in the air during drizzling rain. The hangars 11 and 15 were vacant; an IL-12 plane was parked on hardstand No 28.
22 October. No aircraft were observed on hardstand No 28. Hangars No 11 and 15 were empty. An average of 5 Li-2s and 3 biplanes were parked on hardstand No 35 and 4 or 5, sometimes up to 8 Li-2s, were parked next to the runway.
Between 1 and 23 October. Every day between 5:30 and 6 a.m., an average of 3 or 4 Li-2s, sometimes up to 7 planes, took off from the field. The same number of Li-2s landed at the field in the afternoon usually between 2 and 3 p.m.²
2. After 11 p.m. on 4 October, the field was blocked for all traffic. At 1 p.m., an Li-2 plane with Soviet President Nikolai Chvernik landed at the field. VP men, 50 meters apart, lined the road to Gruenau. Between the VP men there were men in civilian clothes who probably were security police. About 300 sedans were parked in front of the field. Several hundred civilians and a number of officers were assembled at the landing field in honor of Chvernik. At 5 p.m., a commission from North Korea arrived in two Li-2 aircraft. At 1 p.m. on 5 October, a delegation from Poland landed at the field. These two delegations were received by about 50 persons. The field was again cordoned off.³
3. At 1:15 p.m. on 5 October, an Li-2 plane landed at the field and taxied to the dispersal area at the runway. Two senior lieutenants got out of this plane and went to the pilot's hotel. One of the officers wore a cap with the sun insignia on the upper portion and a golden cockade with the Soviet star in the middle portion. The cockade was surrounded by a wreath of golden oak leaves. The other officers wore the same cap but without the wreath of oak leaves. No silver or golden braids were observed around the visor of the cap. At 1:15 p.m. on 18 October, two Li-2s landed at the field. A major, 3 captains and 3 senior lieutenants got out of the planes. All of the officers had a golden sun insignia with a red Soviet star in the upper portion of their caps. Below the sun there was a golden cockade which was surrounded by a golden wreath of oak leaves. No braid

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was around the visor. As all the officers wore coats, the breast insignia could not be observed.

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4. At 2:30 p.m. on 3 October, an Li-2 plane landed at the field. The planes taxied to take-off lane No 27 where small gray sacks were being transhipped on a truck. Subsequently, the truck moved to the garages next to the tourist hotel. At 2 p.m. on 6 October, two Li-2 planes landed at the field. Two trucks moved up to the planes and were being loaded with small boxes and packing paper.²

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5. [REDACTED]

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1. [REDACTED] Comment. For location of hangars and hardstands, see Annex [REDACTED] 25X1

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2. [REDACTED] Comment. These flights are apparently being made by regular courier planes which are loaded with mail and cargo. It has not been determined whether the planes which were observed landing are identical with those planes which took off in the morning of the same day.

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3. [REDACTED] Comment. Schoenfeld airfield is being used by commercial planes of the Aeroflot Company, airlines of the satellite countries and by special government planes.

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